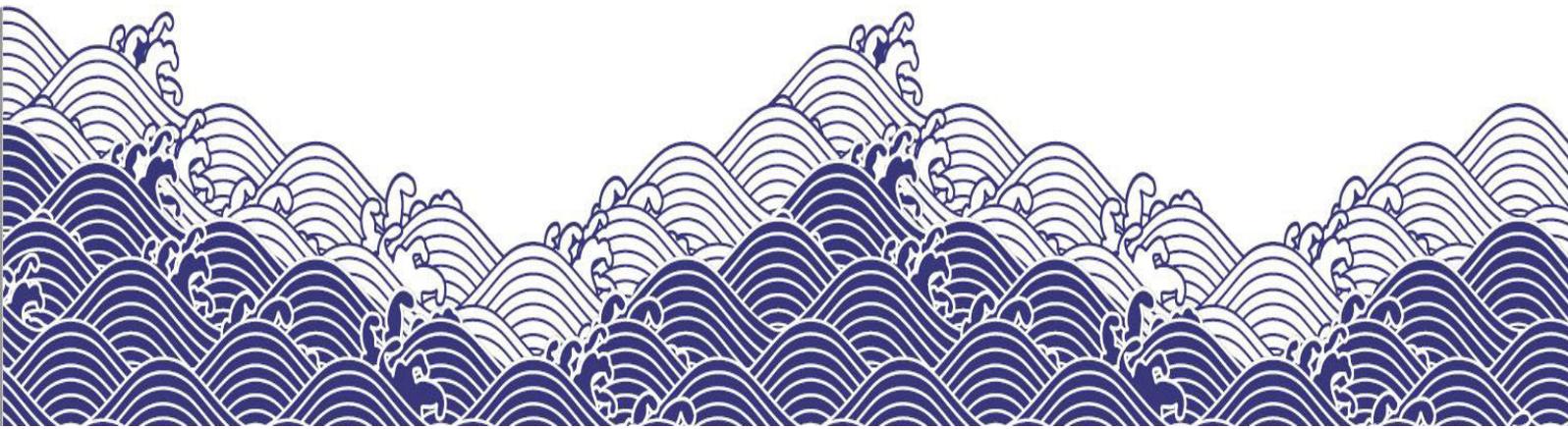


Appendix E: Ichthys LNG Maintenance Dredging Stakeholder Engagement Plan



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1 INTRODUCTION

1.1 Purpose

This document outlines INPEX's stakeholder engagement plan (the Plan) to be undertaken to support obtaining Ichthys LNG maintenance dredging approvals and any subsequent maintenance dredging campaign/s.

INPEX has previously obtained all relevant environmental approvals to undertake maintenance dredging over a five-year period; however, these are due to expire in early 2023. As such, INPEX is currently in the process of obtaining new approvals for a five-year period to allow for future maintenance dredging activities. To date, no maintenance dredging has been undertaken in Darwin Harbour. The current and future approval allows for one planned and up to four contingency campaigns. These campaigns may be undertaken at any time within the approved five-year period. A maximum of 1.5 million cubic metres (Mm³) of spoil can be removed across the five years, with no single campaign to exceed 0.75 Mm³.

To support relevant Northern Territory and Commonwealth Government approval processes, INPEX is preparing a Maintenance Dredging and Spoil Disposal Management Plan (Maintenance DSDMP) in consultation with external expert reviewers.

The Maintenance DSDMP will demonstrate all reasonable and practicable measures have been taken to manage the risks and potential environmental and social impacts arising from proposed maintenance dredging and spoil disposal activities.

No decision has been made in regard to the timing of the first maintenance dredging campaign. The timing of the maintenance dredging campaigns will need to account for other aspects including, but not limited to, the availability of dredge vessels, planned shutdown periods for maintenance and the operational schedule of Ichthys LNG. INPEX's stakeholder engagement activities will be consistent with past community consultation in Darwin following the Ichthys LNG capital dredging program executed from 2012 to 2014.

INPEX recognises the environmental and social value of Darwin Harbour to recreational and commercial users and the broader community. Safety of all harbour users is of paramount importance to INPEX.

Depending on the time of year maintenance dredging is undertaken, other activities being carried out in the Harbour at the same time may include gas, mineral and live cattle exports, tourism (including cruise ships and charters), recreational fishing and boating and Darwin Port activities.

The Plan will be implemented in an integrated manner with the maintenance dredging Contractor (as yet unidentified).

1.2 Background – Capital Dredging program

To support the development of the Ichthys LNG onshore processing facilities at Bladin Point in Darwin Harbour, a capital dredging program in East Arm was completed between 2012 to 2014. This included the dredging of an approach channel, turning basin and jetty pockets in order to create safe navigation access for product carriers. Dredging was also completed for the module offloading facility.

Approximately 16.1 million cubic metres (Mm³) of dredge spoil was removed from East Arm and safely disposed of at a designated dredge spoil disposal area (DSDA) area in the Beagle Gulf, about 45 kilometres from the dredge area and 12 kilometres northeast of Lee Point.

Capital dredging of approximately 0.46 Mm³ was also completed along sections of the gas export pipeline route through Darwin Harbour between 2013 and 2014, with dredge spoil disposed at the DSDA.

A staged, comprehensive stakeholder and community engagement campaign was undertaken ahead of and throughout the various stages of the capital dredging program. Activities included a community education program, media advertising, stakeholder briefings, fact sheets, public displays and information notice boards.

The effectiveness of the stakeholder engagement campaign was monitored via a number of mechanisms, including media, feedback management and surveys. Only two calls were received from the public regarding the capital dredging program, highlighting the success of this approach to communication and engagement activities.

1.3 INPEX's approach to stakeholder engagement

INPEX believes effective stakeholder engagement is essential to maximising the safety of all personnel and the community and in establishing, building and maintaining community support and trust.

INPEX works closely with identified stakeholders to provide integrated, timely and effective information to the community and provide mechanisms for feedback and response.

INPEX's approach to integrated stakeholder engagement is based on five key principles, as detailed in *Figure 1-1* and include:

- regular personal contact with priority stakeholders;
- consistent, timely, coordinated and responsive communication across all stakeholder groups;
- upfront communication about Project issues and impacts;
- easily accessible information; and
- ongoing monitoring and improvement.

The successful implementation of the maintenance dredging stakeholder engagement plan will assist to:

- maximise the safety of Darwin Harbour users;
- deliver clear, timely and integrated messaging to stakeholders on the dredging program's safety and environmental monitoring measures;
- ensure the maintenance dredging program is carried out in accordance with Northern Territory and Commonwealth Governments' approvals and licences;
- manage reputational risk to Ichthys LNG, including INPEX and its joint venture participants; and
- ensure INPEX remains responsive to issues of concern and interest to stakeholders.



Figure 1-1 - Integrated stakeholder management approach

2 MAINTENANCE DREDGING PROGRAM

2.1 Regulatory requirements and approvals for NT Environment Protection Authority

2.1.1 Ichthys Project environmental approval

In May 2008, INPEX initiated the formal environmental assessment process for the Project. This required the preparation of a comprehensive Draft Environmental Impact Statement (Draft EIS) for assessment by the Australian Commonwealth Government under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and by the Northern Territory Government under the then *Environment Assessment Act 1982*. The Draft EIS described the Project's potential environmental, social and economic impacts and the approaches INPEX plans to take to manage these impacts.

The Draft EIS was published in 2010 for government, public review and comment. The public submissions and subsequent Project responses were published as a supplement to the Draft EIS in April 2011. The Draft EIS and the EIS Supplement together made up the "Final EIS" which was assessed by the Northern Territory Government and the Commonwealth Government. The Northern Territory Government assessment report with recommendations (Assessment Report 65; NRETAS 2011) was received in May 2011 and the Commonwealth Government approval (EPBC 2008/4208) with conditions was received in June 2011.

The requirement for maintenance dredging was described within the Final EIS (INPEX 2010, 2011) with foreseen impacts predicted to be less than that of the East Arm capital dredging program (herein referred to as the capital dredging program; INPEX 2013).

No formal recommendations were made in Assessment Report 65 (NRETAS 2011) with respect to maintenance dredging; however, it was noted that any maintenance dredging would require a new notification under the Northern Territory *Environmental Protection Act 2019* (e.g. through a notice of intent or equivalent).

In contrast, maintenance dredging was considered within the Commonwealth Ministers Statement of Reasons supporting EPBC 2008/4208 and therefore Condition 10 of EPBC 2008/4208 applies.

2.1.2 Secondary approvals

In addition to primary approvals, the following secondary approvals are required to be renewed or obtained:

- Northern Territory Environment Protection Authority
 - A Waste Discharge Licence WDL240 (as amended), which licences the disposal of spoil at the DSDA
- Department of Agriculture, Water and the Environment (Commonwealth)
 - Approval of the Maintenance DSDMP in accordance with EPBC 2008/4208 Condition 10.
- Department of Infrastructure, Planning and Logistics
 - Development Permit DP17/0336 (for the purpose of extending the period of maintenance dredging works within Darwin Harbour until 31 January 2023).
- Crown Lands
 - Occupation License DOL3852-(dredge spoil area)

2.2 Maintenance dredging scope

Maintenance dredging will be carried out by a trailing suction hopper dredger (TSHD) – a self-propelled hydraulic dredge typically used for dredging sand, silts and soft clays (an example shown at **Error! Reference source not found.**). The dredge material is stored in its cargo hold ('hopper') and transported to the DSDA (**Error! Reference source not found.**).

A maximum of 1.5 Mm³ of spoil could be removed during the five-year approval period; however, no single campaign would exceed 0.75 Mm³.

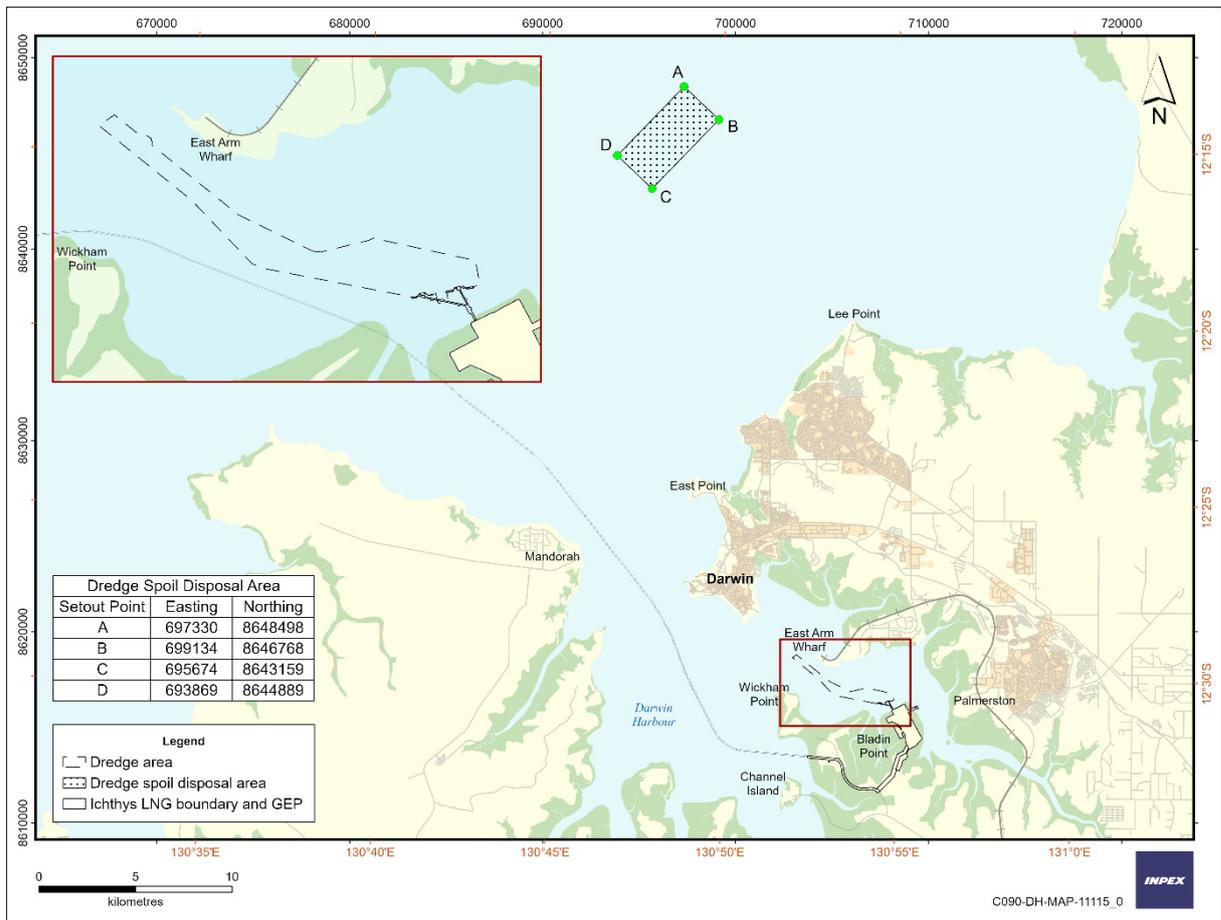


Figure 2-1 - Location of dredge footprint and dredge spoil disposal area



Figure 2-2 – Trailing suction hopper dredger

2.2 Campaign duration

The duration of a maintenance dredging campaign would be influenced by aspects such as the size of the dredger vessel, the actual volume to be dredged, the sediment type and any concurrent activities that influence dredge production. During a campaign, dredging will be intermittent as the TSHD travels to and from the dredge spoil disposal area.

Based on the use of a medium TSHD, a maximum campaign volume of 0.75 Mm³ and in the scenario where dredge access is not restricted, the duration was modelled to be approximately six weeks.

INPEX has not determined the timing of the first maintenance dredging campaign, but will proactively engage relevant stakeholders (when known, with at least three weeks' notice). However hydrographic surveys, which monitor accretion and erosion of sediment within the dredge area, are routinely undertaken to inform the decision-making process. This is in addition to other aspects including, but not limited to, the availability of dredge vessels of opportunity, planned shutdown periods for maintenance and the operational schedule of Ichthys LNG.

INPEX would notify all relevant stakeholders identified by our stakeholder mapping process of any planned maintenance dredging activities, prior to the activity taking place.

2.3 Management of dredging activities

To support relevant Northern Territory and Commonwealth Government approval processes, INPEX has prepared a Maintenance DSDMP in consultation with external expert reviewers.

The Maintenance DSDMP, demonstrates all reasonable and practicable measures have been taken to manage the risks and potential environmental and social impacts arising from proposed maintenance dredging and spoil disposal activities. Key controls that are described in the Maintenance DSDMP to mitigate potential impacts to environmental sensitivities and other marine users are described below.

Additional controls will be identified during the development of the Maintenance DSDMP to reduce any potential impacts and risks to as low as reasonably practicable.

2.3.1 Marine notices and safety zones

INPEX will ensure harbour users are kept informed about the location and activities of any scheduled dredging works program and will notify Darwin Port so advice can be issued to vessels working in the harbour. A Notice to Mariners will also be issued ahead of each campaign.

During each campaign, a safety zone will be established around dredging equipment.

2.3.2 Water quality monitoring and adaptive management

INPEX will undertake water quality monitoring for potential sediment-related impacts throughout the campaigns. This monitoring also informs the adaptive management processes used to manage sediment-related impacts (if any) on sensitive receptors.

2.3.3 Marine megafauna management

During dredging and spoil disposal activities the observation and exclusion zones for protected marine megafauna will be implemented and monitored by a marine megafauna observer (MMO).

2.3.4 Biosecurity management

Invasive marine species from biofouling and ballast risks will be managed in accordance with the recommendations listed in the relevant International Maritime Organisation guidelines and Department of Agriculture, Water and the Environment requirements.

2.3.5 Unplanned discharges

Vessels will have tested shipboard oil pollution emergency plans (SOPEPs) in place for the unlikely event of any unplanned discharge. Oil spill contingency planning for the activity will be managed in accordance with Northern Territory and AMSA requirements.

3 STAKEHOLDERS

3.1 Consultation approach and timings

In its stakeholder identification and prioritisation exercise, INPEX considers the requirements of the Northern Territory Environment Protection Authority (NT EPA) Stakeholder Engagement and Consultation guidance for proponents. Recorded for each stakeholder includes:

- a basis for inclusion (relevance);
- relevance of the planned activity (e.g. physical activity, marine impact, etc);
- activities/matters of specific interest;
- priority for engagement (based on stakeholder’s interest in/potential impact by and influence over the activity); and
- proposed engagement method (activities and timings).

**This stakeholder identification process was undertaken with subject matter experts within INPEX, who assessed the relevance of each stakeholder against the planned activity, matters of specific interest, engagement priority and engagement method.*

The key timings of engagement were separated in the following basis:

1. Early engagement with stakeholders, outcomes of which would inform the preparation of approval applications and Maintenance DSDMP, as applicable.
2. Engagement undertaken prior to and during a campaign, identifying the specifics, which may include timeframes, vessels, safety zones and other relevant key information that may carry on impact on the stakeholders.

The prioritisation scheme, shown in **Error! Reference source not found.** 3.1 below and adapted from INPEX’s ‘Stakeholder Management Guideline’, is used as a guide for consultation with each stakeholder. However, priority may change during the conduct of the engagement activities – or during the conduct of the offshore activity – depending on the level of interest/impact displayed by the stakeholder.

Figure 3-1 - Stakeholder prioritisation scheme

Influence	Interest/ impact	Consultation approach	Priority	Engagement approach (and planned mode)
High-very high	High-very high	Collaborate/ empower	1	<ul style="list-style-type: none"> • Partner with stakeholder on (each aspect of) the decision • Allow stakeholder to make the final decision (applicable to regulatory or approvals bodies) <p>Plan: Early engagement with stakeholders/ representative bodies, incl. briefings</p>

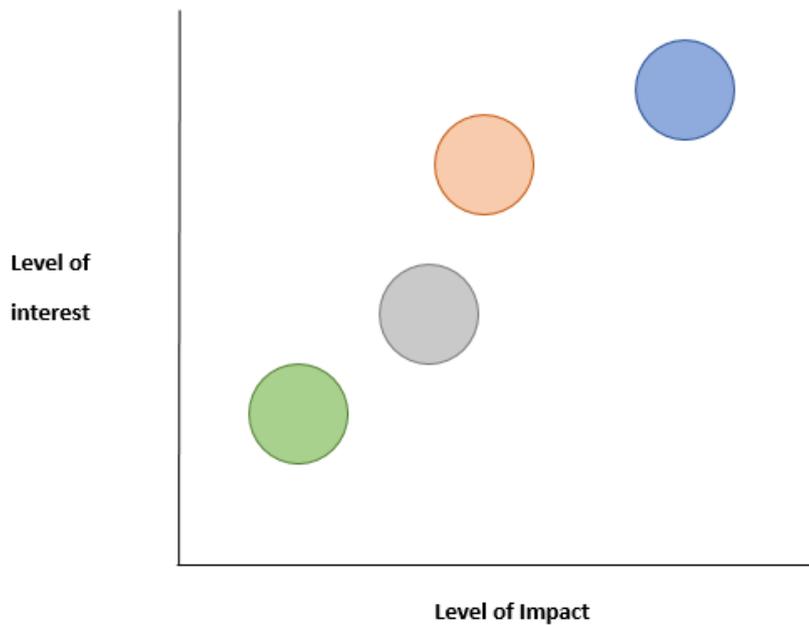
Influence	Interest/ impact	Consultation approach	Priority	Engagement approach (and planned mode)
High-very high	Low-medium	Involve/consult	2	<ul style="list-style-type: none"> Ensure concerns and expectations of stakeholders are consistently understood and considered Obtain feedback from stakeholders on analysis, alternatives and/or decisions Plan: Provision of fact sheet; briefings at stakeholder discretion
Low-medium	High-very high	Consult		
Low-medium	Low-medium	Inform	3	<ul style="list-style-type: none"> Provide balanced, objective, accurate, timely and consistent information Plan: Provision of fact sheet

3.2 Stakeholder Mapping

INPEX Corporate Affairs has undertaken a stakeholder mapping exercise to identify relevant stakeholders and ensure they are engaged in the most effective manner with targeted and responsive engagement activities for the purposes of the maintenance dredging program.

Stakeholders have been categorised by their level of interest in the maintenance dredging program and the wider community. The level of impact the dredging campaign will have on the identified stakeholders is also assessed.

The stakeholders from within each group are identified at Appendix A.



Group 1 - Fishing and recreational boat users and relevant associations	<i>*Refer to Appendix A for further details</i>
Group 2 - Community Organisations	<i>*Refer to Appendix A for further details</i>
Group 3 - NT and Federal Government Agencies	<i>*Refer to Appendix A for further details</i>
Group 4 - Industry and business organisation	<i>*Refer to Appendix A for further details</i>

Figure 3-2 - Stakeholder Mapping

4 ENGAGEMENT AND COMMUNICATION TOOLS

INPEX utilises a range of tools to identify, target and engage with stakeholder groups in an appropriate and best practice manner.

The engagement tools used in this Plan build on the successful activities employed by INPEX in the Northern Territory since 2009 and are informed by stakeholder needs and requirements.

4.1 Frequently Asked Questions

A suite of anticipated Frequently Asked Questions (FAQs) will be developed in conjunction with the INPEX Environment and Communications teams and will be used to guide consistent and factual communication with stakeholders.

4.2 Fact Sheet

A fact sheet has been prepared to provide an integrated overview of the maintenance dredging program.

The fact sheet includes the background of the Capital Dredging program, description of proposed activities as well details of the Maintenance Dredging and Spoil Disposal Management (DSDM) Plan.

4.3 Briefings (formal and informal)

Both formal (minuted) and informal briefings will be used as appropriate with identified stakeholders in the event of any future campaign. The briefings allow information about the maintenance dredging program to be shared with stakeholders and the chance to gather and respond to feedback.

4.4 Email and phone briefings

In recognition that many stakeholders may be time poor, email and phone briefings will be used as required. Email briefings will include fact sheet attachment for additional information and a 'call to action' for the stakeholder of an email and phone contact with an identified INPEX staff member for further information and to provide feedback if required.

4.5 Advertising and media

INPEX produces a range of external communications collateral – including TV, print and radio advertising and community bulletins – which may be utilised to promote safety and environmental messages about the maintenance dredging program.

Media interviews will be considered if required.

4.6 INPEX 1800 Community feedback line

The 1800 Community feedback line is managed by INPEX via an external contractor and provides a mechanism for people seeking information or to provide feedback about INPEX and its activities and will be available for use for the maintenance dredging program.

4.7 INPEX website

The INPEX Australia website, www.inpex.com.au is the primary external communication platform for INPEX Australia. The website includes contact details for Darwin and Perth offices, as well as the enquiries@inpex.com.au email for feedback.

The website also showcases the Company's profile, project information, news and media releases, career opportunities and sustainability commitments.

Stakeholders can also register for any updates, including media releases and publications. Environmental outcomes of the capital dredging campaign are available on the website.

5 STAKEHOLDER AND COMMUNITY FEEDBACK

5.1 Feedback mechanisms

INPEX maintains a 1800 community feedback line to allow the community to seek information or provide feedback about INPEX and its activities, including maintenance dredging.

Stakeholders and the community can also contact INPEX via enquiries@inpex.com.au. The email address is promoted on the INPEX website (www.inpex.com.au) and on external communications collateral such as newsletters and advertisements.

Direct contact can also be made via telephone, with Reception numbers for the Perth and Darwin offices promoted on the INPEX website.

5.1.1 Community Feedback Management

The Ichthys LNG Project's Community Feedback Management Procedure (F281-AH-PRC-10007) details the procedure for the operation and management of INPEX's 1800 community feedback line and enquiries@inpex.com.au account.

The procedure includes the requirement to record details of the enquiry, including the correspondent's name and contact details and specific incident details if relevant. It also lists the procedure to manage issue-specific matters, including seeking information from internal subject matter experts.

INPEX's Community Grievance Management Procedure (C025-AG-POL-0002) sets out the procedure to follow in the event an interaction cannot be resolved within the scope of the Community Feedback Management Procedure.

The Community Relations Coordinator also records the interactions in the company's stakeholder database.

5.2 Traditional and social media

Traditional media, including but not limited to letters and texts to the editor, can provide a gauge of community sentiment.

A number of Darwin-specific social media platforms provide a forum for informal information, feedback and comment from the wider community and will be monitored.

5.3 Issues Management Cycle

A) Monitoring

Scan and monitor what is being said and done to look for emerging and potential issues. This includes the monitoring of critical and important stakeholder relationships, their quality, and how they are being maintained for mutual benefit.

B) Issues identification and prioritisation

Assess and identify any emerging issues and look for any patterns. Identification of issues will be incorporated into regular stakeholder engagement monitoring and plan review sessions, with particular attention paid to those with potential for major impact. Identified issues will be prioritised according to how far-reaching the impact, reflecting our stakeholder mapping and strategy.

C) Analysis and planning

High priority issues will be analysed in detail to determine their impact on INPEX and the Ichthys Project, relevant stakeholders and the community. Plans will be developed to mitigate or remediate the issue, and will include resource allocation, clear responsibility, and timelines.

D) Implement evaluate the effect

These plans will be implemented, and the results assessed to determine success and to inform future strategies and actions.

APPENDIX A: STAKEHOLDER ENGAGEMENT ACTIVITIES

Stakeholders from groups one, two, three and four were engaged as appropriate prior to the submission of the Maintenance DSDMP and associated waste discharge licence application. This preliminary engagement occurred in April 2022, with a focus on general campaign awareness, including environmental and safety measures.

In an event of future dredging activities, further engagement will be tailored to meet stakeholder requirements and ensure effective communication about the maintenance dredging program. This engagement will be implemented from three weeks prior to the commencement of maintenance dredging, to ensure effective communication on all associated measures, and will include stakeholders from Groups one, two, three and four.

INPEX will conduct consultation in adherence to the NT Government’s COVID management health and safety rules and regulations, to reduce any risk of COVID-19 infection during any period of stakeholder consultation.

These stakeholder groups have been identified in priority order, following the stakeholder mapping process.

INPEX Corporate Affairs will collaborate with INPEX Environment to determine appropriate personnel to undertake engagement activities.

A.1 Group 1 - Fishing and recreational boat users and relevant associations

Jurisdiction	Stakeholder	Information needs	Engagement tools	Timing
NT, Industry Association	Amateur Fishermen’s Association of the Northern Territory (AFANT)	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be communicated in an	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event of	1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future

Jurisdiction	Stakeholder	Information needs	Engagement tools	Timing
		event of any future dredging activities.	any future dredging activities.	maintenance dredging activities.
NT, Industry Association	Tourism Top End - fishing and harbour charter operators	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event of any future dredging activities.	1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future maintenance dredging activities.
NT, Industry Association	Northern Territory Seafood Council	Environmental and safety measures.	Fact sheet to be provided via email, with details on feedback opportunities.	1. Preliminary Engagement – April 2022.
NT, Community groups	Palmerston Fishing Club	Environmental and safety measures. Safety zones, including	Fact sheet to be provided via email, with details on feedback	1. Preliminary Engagement – April 2022.

Jurisdiction	Stakeholder	Information needs	Engagement tools	Timing
		marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	opportunities.	2. From three weeks prior to commencement of any future maintenance dredging activities.
NT, Community groups	Recreational clubs <ul style="list-style-type: none"> Darwin Trailer Boat Club Darwin Sailing Club Dinah Beach Cruising Yacht Association Darwin Game Fishing Club 	<p>Environmental and safety measures.</p> <p>Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.</p>	<p>Fact sheet to be provided via email, with details on feedback opportunities.</p> <p>Further briefings to be offered in an event of any future dredging activities.</p>	1. From three weeks prior to commencement of any future maintenance dredging activities.

A.2 Group 2 - Community Organisations

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
Environmental groups and authorities	Environmental groups <ul style="list-style-type: none"> Environment Centre NT 	<p>Environmental and safety measures.</p> <p>Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.</p>	<p>Fact sheet to be provided via email, with details on feedback opportunities.</p> <p>Further briefings to be offered in an event of any future dredging activities.</p>	<p>1. From three weeks prior to commencement of any future maintenance dredging activities.</p>
NT - ATSI Authority	Northern Land Council (NLC)	<p>Environmental and safety measures.</p> <p>Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.</p>	<p>Fact sheet to be provided via email, with details on feedback opportunities.</p> <p>Further briefings to be offered in an event of any future dredging activities.</p>	<p>1. Preliminary Engagement – April 2022.</p> <p>2. From three weeks prior to commencement of any future maintenance dredging activities.</p>

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
NT - ATSI Authority	Larrakia Groups <ul style="list-style-type: none"> Larrakia Corporation Development Larrakia Nation Larrakia Rangers 	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event of any future dredging activities.	1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future maintenance dredging activities.

A.3 Group 3 - NT and Federal Government Agencies

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
NT, State/local authority	NT Government Departments (non-regulatory interaction): <ul style="list-style-type: none"> <i>Department of Infrastructure, Planning and Logistics (DIPL)</i> 	Environmental and safety measures.	Fact sheet to be provided via email, with details on feedback opportunities.	1. Preliminary Engagement – April 2022.

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
	<ul style="list-style-type: none"> • Department of Environment, Parks and Water Security (Environmental division, flora and fauna division, NT Wild Watch) • Department of Industry, Tourism and Trade DITT (Aquatic biosecurity, agribusiness and aquaculture, fisheries) • Department of Territory Families, Housing and Communities (Heritage branch) 			
NT, State/local authority	Darwin Harbour Advisory Committee	Environmental and safety measures.	Fact sheet to be provided via email, with details on feedback opportunities.	<ol style="list-style-type: none"> 1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future maintenance dredging activities.

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
NT, State/local authority	NT Police (Water Police Branch)	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event of any future dredging activities.	1. From three weeks prior to commencement of any future maintenance dredging activities.
NT, State/local authority	Darwin Port	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event of any future dredging activities.	1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future maintenance dredging activities.
NT, State/local authority	Department of Infrastructure, Planning and Logistics (Harbour Master)	Environmental and safety measures.	Fact sheet to be provided via email, with details on feedback	1. Preliminary Engagement – April 2022.

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
		Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	opportunities. Further briefings to be offered in an event of any future dredging activities.	2. From three weeks prior to commencement of any future maintenance dredging activities.
NT, State/local authority	Australian Border Force (ABF), Darwin Office	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event of any future dredging activities.	1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future maintenance dredging activities.
NT, State/local authority	Darwin City Council	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be communicated in an	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event of any future	1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future maintenance

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
		event of any future dredging activities.	dredging activities.	dredging activities.

A.4 Group 4 - Industry and Business Organisations

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
NT, Community groups	Commercial users (non-tourism) and neighbours <ul style="list-style-type: none"> Darwin LNG Sea Link NT Cullen Bay Marina Sea Darwin 	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event of any future dredging activities.	1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future maintenance dredging activities.
Australia, Industry and Businesses	ASCO Darwin Marine supply base	Environmental and safety measures. Safety zones,	Fact sheet to be provided via email, with details on feedback	1. Preliminary Engagement – April 2022.

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
		including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	opportunities. Further briefings to be offered in an event of any future dredging activities.	2. From three weeks prior to commencement of any future maintenance dredging activities.
Australia, Industry and Businesses	Sun Cable Project	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be communicated in an event of any future dredging activities.	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event of any future dredging activities.	1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future maintenance dredging activities.
Australia, Industry and Businesses	Svitzer provider (Harbour towage)	Environmental and safety measures. Safety zones, including marine safety zones and other associated measures to be	Fact sheet to be provided via email, with details on feedback opportunities. Further briefings to be offered in an event	1. Preliminary Engagement – April 2022. 2. From three weeks prior to commencement of any future

Jurisdiction	Stakeholder	Information Needs	Engagement tools	Timing
		communicated in an event of any future dredging activities.	of any future dredging activities.	maintenance dredging activities.